

**EXHIBIT B**  
**Minimum Sampling Requirements**  
**For Rails-to-Trails Conversion of Rail Corridors**

Buyer Agrees to:

I. Sampling

Surface soils should be sampled as follows:

- a. Adjacent to any existing or former buildings, bridges or signals etc.
- b. At 50-foot intervals adjacent to any switch or rail-to-rail crossing. Composite samples consisting of 5 specimens (i.e., each composite sample will consist of 5 specimens that are mixed together and analyzed as a single sample) should commence at the structure and continue at 50-foot intervals for a distance of 150 feet in each direction.
- c. Along the remaining rail corridor:
  - For corridor less than 0.5-mile long, collect a minimum of 10 composite samples.
  - For corridor 0.5 – 0.75 miles long, collect 15 composite samples.
  - For corridor 0.75 miles to 1 mile long, collect 20 composite samples. Space the sampling points evenly down corridor, i.e., 20 samples in one mile is one sample about every 250 feet.
  - For each additional mile of corridor beyond one mile in length, collect 5 more composite samples and space these evenly down the corridor. For example, for a 4-mile length of corridor, take 35 composite samples that are spaced about 600 feet apart.
- d. Samples should be collected from the upper 6 inches of soil (or ballast if present) taking into consideration State standards concerning direct exposure.
- e. Samples should be analyzed for arsenic (EPA Method 200.8), lead (EPA Method 200.8) and PAH (Method 8310). TPH-DRO should be measured using EPA Method 8015-modified or its State-specific equivalent. If the corridor was utilized for electric rail, the samples should also be analyzed for PCB's using Method 508.

II. Soil Management Plan

The purchase sale agreement shall require buyer to provide a written soil management plan defining procedures for monitoring the corridor to ensure "un-capped" areas of the corridor are not being accessed or used by the public. The plan shall define appropriate corrective actions to be implemented to control access to un-capped areas, or, if such control cannot be affected, to ensure exposure to impacted surface soil is not occurring.

III. Capping

The rail bed, defined as extending from opposite toes-of-slope of the ballast field, shall be graded and capped with pavement or other suitable material to prevent contact with the surface soil. This cap should have a minimum thickness of one foot. Actual cap design should be developed on a project-specific basis taking into account specific requirements of State and Local environmental regulation.